

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1-13. (Canceled)

14. (Currently Amended) An operating unit for servo-assisted operation of a motor-vehicle gearbox having a pair of mechanical operating members for selection and engagement, respectively, the combined movement of which brings about the engagement of a selected gear ~~ratios~~ratio of the gearbox, the operating unit comprising

remote manual gearshift means moveable into a plurality of predetermined positions for engagement of a desired gear ratio,

actuator means remote from the gearbox and operatively connected to the manual gearshift means for controlling the combined movement of the mechanical operating members in response to the position of the remote manual gearshift means,

flexible elongate mechanical transmission elements connecting the actuator means to the mechanical operating members,

sensor means for detecting the instantaneous position of the remote manual gearshift means, and

an electronic control unit which is operatively interposed between the actuator means and the sensor means and is arranged to process signals coming from the sensor means

and to send operating signals to the actuator means in order to bring about the movement of the elongate mechanical transmission elements in a manner such that the elongate mechanical transmission elements bring about the engagement of the selected gear ratio of the gearbox corresponding to the instantaneous position of the remote manual gearshift means.

15. (Previously Presented) The operating unit of Claim 14, wherein the elongate mechanical transmission elements comprise two push-pull cables.

16. (Previously Presented) The operating unit of Claim 14, wherein the actuator means include shaft means for controlling the movement of the elongate mechanical transmission elements.

17. (Currently Amended) The operating unit of Claim 14, wherein the remote manual gearshift means, the electronic control unit, and the actuator means are disposed in an environment separated from ~~the~~an engine compartment of ~~the~~a motor vehicle, the elongate mechanical transmission elements being disposed predominantly in the engine compartment.

18. (Previously Presented) The operating unit of Claim 17, wherein the elongate mechanical transmission elements extend through a fireproof partition interposed between the engine compartment and a passenger compartment of the motor vehicle, the actuator

means being disposed in the vicinity of the fireproof partition, within the passenger compartment.

19. (Previously Presented) The operating unit of Claim 18, wherein the fireproof partition constitutes a reaction element for a sheath for the sliding of a cable of a respective push-pull cable.

20. (Previously Presented) The operating unit of Claim 14, wherein the actuator means for controlling the movement of the elongate mechanical transmission elements are electromechanical.

21. (Previously Presented) The operating unit of Claim 20, wherein the actuator means for controlling the movement of the elongate mechanical transmission elements include, for each elongate mechanical transmission element, an electric motor which can rotate a cylindrical casing having an internal thread in engagement with a screw element connected to an end of the respective elongate mechanical transmission element.

22. (Previously Presented) The operating unit of Claim 21, wherein each electric motor of the actuator means has a drive shaft to which a pinion is keyed, the pinion meshing with a gear connected for rotation with another gear which meshes with a ring gear connected to the outer surface of the cylindrical casing.

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23. (Previously Presented) The operating unit of Claim 21, wherein each screw element of the actuator means includes a coaxial and integral shaft having the function of a rectilinear guide for the movement of the screw element relative to the internal thread of the cylindrical casing, an end of the coaxial shaft being connected to an end of a respective push-pull cable.

24. (Previously Presented) A motor vehicle including an operating unit for servo-assisted operation of a motor-vehicle gearbox according to Claim 14.